

Figure 8

Goods Movement Bottlenecks







California High-Speed Train Program EIR/EIS Technical Evaluation Downtown Existing 2002 Baseline 2020 Sacramento LOS LOS Station Location V/C V/C Power Inn Sacramento-Downtown 0.61 В 0.86 D Sacramento-Power Inn 0.79 С 0.79 С Stockton-Downtown 0.46 Α 0.61 В Modesto-Briggsmore 0.50 Α 0.64 В Modesto-Downtown 0.48 Α 0.65 В Merced-Castle AFB 0.40 Α 0.53 Α 0.21 Merced-Airport Α 0.37 Α Merced-Downtown D 0.97 0.85 Ε Fresno-Downtown 0.35 Α 0.54 Α Stockton Hanford-Downtown 0.41 Α 0.63 В 0.38 Α В Visalia 0.64 Bakersfield-Golden State 0.56 Α 0.92 Ε Α В Bakersfield-Truxtun 0.40 0.67 Bakersfield-Airport 0.58 0.84 D Modesto Briggsmore Downtown Castle AFB Merced Downtown Airport 4 Fresno Hanford Visalia Legend Proposed High-Speed Train Stations **Bakersfield** Proposed High-Speed Train Alignments Airport Golden State Truxtun

Figure 9

Station Area Level of Service: Existing 2002 vs. No-Project 2020







California High-Speed Train Program EIR/EIS Technical Evaluation Sacramento Existing 2002 2020 Baseline V/C LOS V/C LOS **Airport Location** Sacramento (SMF) 0.66 0.88 В D Modesto (MOD) 0.76 С 0.91 Ε Merced (MCE) 0.11 Α 0.31 Α Fresno (FYI) 0.17 Α 0.37 Α Visalia (VIS) 0.36 Α 0.62 В Bakersfield (BLF) 0.33 1.09 Stockton Modesto Merced Fresno Hanford Visalia Legend Study Airports Proposed High-Speed Train Stations **Bakersfield** Proposed High-Speed Train Alignments

Figure 10

Airport Area Level of Service: Existing 2002 vs. No-Project 2020





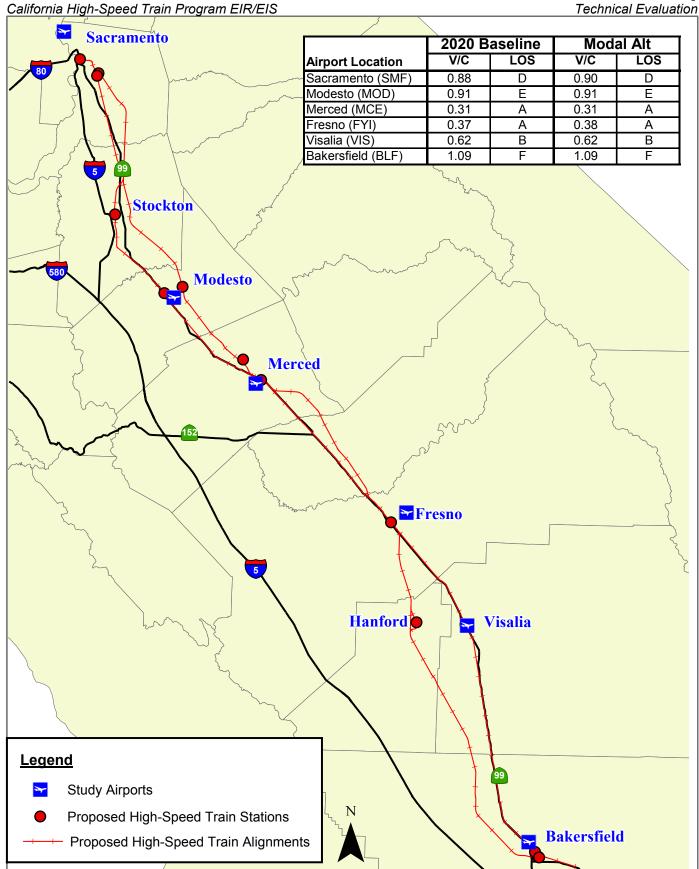


Figure 11
April 2003

Airport Area Level of Service: No-Project 2020 vs. Modal Alternative



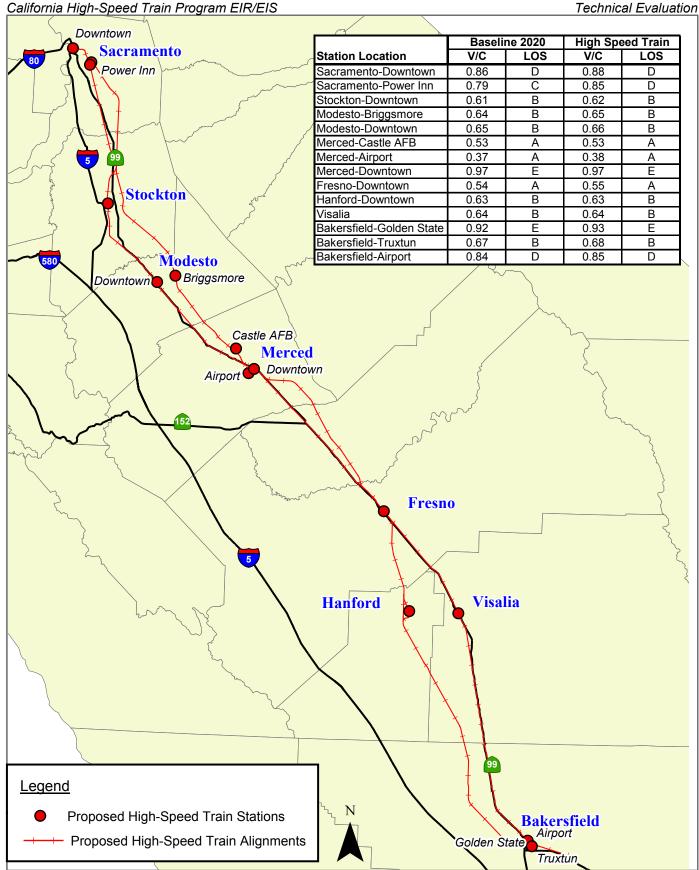


Figure 12

Station Area Level of Service: No Project 2020 vs. with High Speed Train



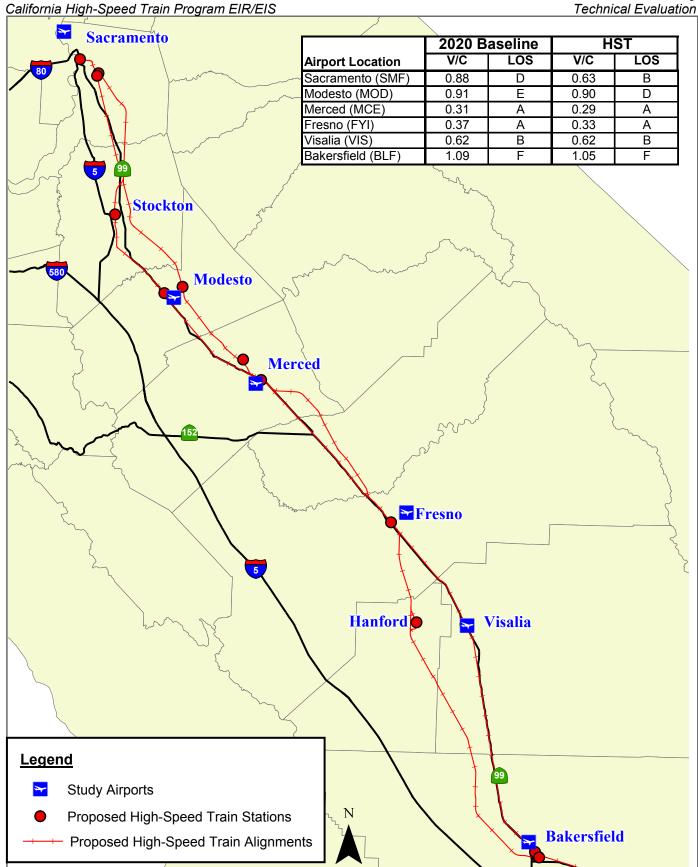


Figure 13

Airport Area Level of Service: No Project 2020 vs. with High-Speed Train





